

COUNTRY Polish-occupied Poland **CONFIDENTIAL**TOPIC Soviet Air Force Supply Installations North of Liernitz.

25X1C

25X1A

EVALUATION F-3 PLACE OBTAINED [REDACTED]DATE OF CONTENT [REDACTED] 25X1CDATE OBTAINED [REDACTED] 25X1C DATE PREPARED 15 June 1951REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto.REMARKS [REDACTED]SOURCE [REDACTED]

25X1X

1. A Soviet Air Force spare parts depot, a former ammunition depot which was intact, was located in the woods 1 km southwest of Schoenborn (O 52/B 93), just west of the road to Liernitz. Soviet soldiers said the installation was still used as an ammunition depot in November 1950. The depot, about 800 x 1,000 meters, consisted of many semi-underground concrete shelters, covered with earth and trees. The shelters were 20 x 50 or 20 x 20 meters and had concrete ceilings 1.4 meters thick. The entrance to each shelter was large enough for a truck to enter or leave. There was a traveling crane in each shelter. There were several buildings and an administrative building which were painted with camouflage paint. They had flat roofs on which hedges were grown. No railroad spur track was seen. (1)
  2. All sorts of aircraft spare parts were stored in the depot. Wings and aircraft engines of different sizes were also seen. Spare parts continually arrived at the depot and were shipped away. Supplies arrived via Ruestern (O 52/B 2) railroad station. Soviet soldiers said that all the new spare parts arrived from the U.S.S.R. and damaged spare parts were shipped to the U.S.S.R.
  3. The depot was subordinate to the Soviet Air Force. Major Shustov (fnu) was the commander of the depot up to December 1949 when he was transferred to Schweidnitz (P 51/H 18). He was relieved by Major Zou (fnu), to whom the following officers were subordinate: Captain Benditski (fnu) deputy commander; Captain Shlunovits (sic), staff officer; Captain Petyano (sic), political officer; Captain Barabash (fnu), in charge of the fuel section; Captain Tsirov (fnu), in charge of the ration supply depot; and TsirCeko (sic), in charge of the aircraft spare parts section. [REDACTED] 25X1X
- 25X1X [REDACTED] the depot was guarded by 220 young air force soldiers wearing blue epaulets. Most of the soldiers were allegedly quartered in the residential settlement of the former Economic Research Society and the Red Star Inn, both in Vorderheide (O 52/B 83).

CLASSIFICATION SECRET-CONTROL/US OFFICIALS ONLY

**CONFIDENTIAL**Document No. 2No Change in Class. ☐☐ DeclassifiedClass. Changed To: TS S CAuth: HR 70-2Date: 24-7-88By: 35

SECRET-CONTROL US OFFICIALS ONLY

**CONFIDENTIAL**

25X1A

4. A depot for small arms and ammunition was located north-northwest of Vorderheide railroad station, just west of the railroad line and north of the road to Neurode (O 52/B 83). The dimensions of the depot were about 1,000 meters from north to south and about 500 meters from east to west. It consisted of 23 brick two-family houses, the former residential settlement of the Economic Research Society, and 22 additional brick buildings of the same size which were constructed in 1942. The 23 old houses were occupied by Soviet soldiers and laborers of the depot, whereas ammunition and weapons were stored in the 22 new buildings. Soviet soldiers said that the depot still existed in November 1950. There was heavy motor vehicle traffic between Vorderheide railroad station and the depot. (2)

5. The depot was also assigned to the Soviet Air Force and under the administration of the Schoenborn aircraft spare parts depot. The depot was equipped

25X1C

6. A fuel dump with a spur track, which was guarded by Soviet Army troops, was about 800 meters south of Vorderheide railroad station, east of the railroad line to Liegnitz. This installation, formerly belonging to the Economic Research Society, was used by the Soviets until the spring of 1946 for the storage of aircraft bombs. It was used for the storage of aircraft spare parts up to July 1948. The bombs were shipped to an unknown destination, whereas the aircraft spare parts were shipped to the former ammunition depot in Schoenborn. After August 1948, the entire fuel dump was used for the storage of fuel for the Red Army, but not for the Soviet Air Force. (3) Soviet soldiers said that an air force fuel dump was located in Sagan (O 52/B 26). (4)

25X1A

**Comments.**

- (1) For location of Soviet Air Force aircraft spare parts depot, see item C on Annex. The depot is reported for the first time.
- (2) For location of depot for small arms and ammunition, see item B on Annex.
- (3) For location of fuel dump, see item A on Annex. The fuel dump was used by the German Air Forces before and during the war.
- (4) A German Army fuel dump was formerly located in Sagan. This is the first indication that the fuel dump is now used by the Soviet Air Force.

1 Annex: Sketch.

SECRET-**CONFIDENTIAL**